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**'Peace is
the last
prize I
have to
win'**

Sir Winston
Churchill
once said

Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N. (Retd.)
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

MILLIONS of words have been written about Sir Winston Churchill—his life, abilities, foresight and achievements, but "Navy News" considers it appropriate to add its own tribute to the "Former Naval Person" who was First Lord on two momentous occasions, and who has been rightly called "The Architect of Victory."

He had been First Lord from 1911 to 1915 and in pain and sorrow he had left the Admiralty during what must have been one of the darkest periods of his career, the failure of the Dardanelles expedition (history has vindicated him) but a few words on that occasion must have given him the greatest satisfaction. Lord Kitchener said to him, "There's one thing they cannot take from you—the Fleet was ready."

Recalled from "the wilderness" in 1939, his prophecies of the previous years having proved only too true, the signal to the Navy from the Board of Admiralty, "Winston is back," must also have given him intense pleasure.

The Fleet was ready in 1914 and again in 1939 for, as he wrote in "The Second World War"—"I had at my disposal what was undoubtedly the finest-tempered instrument of naval war in the world. . . ." And Winston Churchill was ready too—all his life he was ready to work and fight for Britain and for the freedom of the world.

Sir Winston loved and, what is more to the point, understood the Royal Navy, its functions as "Britain's Sure Shield," its needs, its difficulties, its potentialities, and he knew its officers and men. He knew, in both wars, the tasks which faced the Navy and those difficult decisions he had to make, both as First Lord and as Prime Minister he was able to make because of his complete understanding of the role and the men of the Navy, knowing that his demands would be met if it was within the power of men to do so.

Winston Churchill knew the Navy when it was the largest in the world and he also knew it during—to use his own phrase—its finest hour: when it was stretched to its limits—aye, and beyond. But he did not hesitate to make hazardous calls upon it. That was the measure of his understanding—his trust in those who sailed the seas for Britain and their trust in him.

Sir Winston Churchill is dead but the Royal Navy will always remember him. He takes his place with all the other naval heroes—Nelson, Blake, Collingwood, Drake, Rodney and so many others.

QUEEN COMMENDS NAVAL PILOT

A QUEEN'S Commendation for brave conduct has been awarded to a Royal Navy helicopter pilot serving with 845 Naval Air Commando Squadron, Lieut. Malcolm Stanley Kennard, R.N., of Gillingham, Kent.

When an emergency call was received at the Squadron's main base at Sibiu, Sarawak, it seemed the same as many such calls received asking for helicopters to fly sick or injured Iban natives to hospital from the jungle—journeys which take an hour or less by helicopter but which could take many days by longboat.

This particular distress message was that a seriously injured Iban boy at Nanga Entabai, some 30 miles away over the jungle, needed immediate hospital treatment. A helicopter took off in the dark to make the mercy mission. A difficult landing could be expected in the dark and bad weather conditions, but this did not deter the aircrew.

DIFFICULT CONDITIONS

W/Cdr. J. K. Wilson, a retired R.A.F. officer, a rural development officer, was at Nanga Entabai and he states "We were asked to assist as much as possible with whatever lighting we had. . . . If I had had an Aldis lamp I would have signalled the pilot 'Many thanks for mercy attempt, but advise no attempt at landing.' I do not know who the pilot was, but he carried out a splendid night landing under extremely difficult conditions, and evacuated the patient. I consider the action one of great bravery and determination and courage, which should not go unmentioned."

In fact there were two Naval pilots sitting up front and taking turns to fly the helicopter that night, Lieut. Kennard and Lieut. Lindsay MacPherson, of Helston. Their crewman was Petty Officer Edward Smith, of St. Helens.

The Iban boy, 15-year-old Kumbang anak Bandan, had been hit in the head by a harpoon in a fishing accident. The long thin spear had passed right through his head. Lieut. Kennard, now commanding the squadron's forward base at Nanga Gaat, only 30 miles from the Indonesian border said: "I was astonished when I saw the Iban boy with the harpoon arrow sticking

right through his head. He was fully conscious and climbed into the aircraft unaided." The boy was successfully operated on at Sibiu Hospital, and is now back in his riverside longhouse apparently none the worse for his experience.

Challenge for 1965

NAVAL and Air Force Commanders of the N.A.T.O. Eastern Atlantic area met on January 27 at the Northwood war headquarters of the Commander-in-Chief, Eastern Atlantic, Admiral Sir Charles Madden, and his associated Air Commander, Air Marshal P. D. Holder. A number of national commanders directly concerned with Eastern Atlantic exercises also attended this annual conference.

In their opening addresses, the C-in-C. and Air Commander reviewed 1964, a "good year" in the military sense. Over the political scene, however, it was stated, "there had been some clouds and these, together with the problems generated by today's rapidly advancing technology and the continued emphasis, which the Soviet Union was placing on its maritime forces, constituted the challenge for 1965."

In a statement of intentions for the coming year, the programme described was designed to meet the challenge and gives hope that many of the current problems would be resolved.

VICE-ADMIRAL Sir John Frewen, K.C.B., has been appointed as Commander-in-Chief, Home Fleet, with the acting rank of Admiral, in succession to Admiral Sir Charles Madden, Bt., G.C.B. The appointment, which carries with it the N.A.T.O. appointment of C-in-C. Allied Forces, Eastern Atlantic, takes effect in July.

Where are the 'Little Ships' of Dunkirk?

SIR.—An event of much interest to survivors of the 200 petty officers and ratings who were known in 1940 as Capt. Tennant's Party—and to other Dunkirk veterans—is being organised by the *Sunday Times*.

Efforts made by the newspaper to trace as many as possible of the "little ships" which did such valiant work in the Dunkirk evacuation are now bearing fruit, and already a nucleus of ten of the now famous small craft has been enrolled for a 25th anniversary pilgrimage to Dunkirk at Whitsun, with the possibility of others joining in. A "guard of honour" for these craft will be provided by a small fleet of motor boats organised by the British Motor Yacht Club and the Yacht and Motor Boat Association, and other, larger, vessels which took part in the great withdrawal are being invited.

The Dunkirk Veterans' Association is co-operating, and it is hoped that the Services may also play a part. Observances suitable to the historic occasion will be arranged in Dunkirk itself.

Any assistance by your readers in locating further surviving boats would be warmly welcomed. Of the 585 small craft which took part it is unlikely that many are still afloat a quarter of a century later, but to hope for a number between 20 and 30 for what should prove a momentous event is not, I think, unreasonable.—Yours etc., R. E. LEE, Thomson House, 200 Gray's Inn Road, London, W.C.1.

INDOMITABLE REUNION

SIR.—A reunion of the officers and men who served in H.M.S. Indomitable in the British Pacific Fleet, has been arranged for Saturday, April 3, in London.

Will all those interested please write to E. W. Beeny, 41 Queen Victoria Street, London, E.C.4.—Yours, etc., E. W. BEENY.

In Memoriam

Michael John Whitmore, Cook (S), P/074570, H.M.S. Dolphin. Died December 19, 1964.

John Fairbairn Ashworth, Engineer Mechanic 1st Class, D/K.974928, H.M.S. Dolphin. Died December 19, 1964.

William George Horne, Electrical Mechanic 2nd Class, P/076558, H.M.S. Galatea. Died December 20, 1964.

Michael Kevin Barry, Marine 1st Class, R.M. 17885, Royal Marines, Plymouth Group. Died December 22, 1964.

John Suttle, Able Seaman, P/J.977533, H.M.S. Victory. Died December 24, 1964.

Edwin Harold Thompson, Leading Radio Electrical Mechanic, P/M.975643, H.M.S. Collingwood. Died December 27, 1964.

John Frederick Stephen Dilloway, Bugler, R.M. 15275, Portsmouth Group Royal Marines. Died December 29, 1964.

Cyril Powell, Radio Electrical Mechanic 1st Class, P/061972, H.M.S. Devonshire. Died January 1, 1965.

Kevin Joseph O'Grady, Aircraft Artificer 1st Class, L/FX.670116, H.M.S. Fulmar. Died January 3, 1965.

Lieutenant Francis Samuel Catrall, Royal Navy, H.M.S. Cambridge. Died January 11, 1965.

Ralph George Neil Renwick, Able Seaman, P/J.959083, H.M.S. Drake. Died January 12, 1965.

Captain David Richard Clarke, B.E.M., Royal Marines, P.R.O.R.M. Died January 13, 1965.

Sub-Lieutenant David John Lowe, Royal Navy, H.M.S. Ark Royal. Missing, Presumed drowned, January 18, 1965.

DRAFTING FORECAST—YOUR NEXT SHIP

Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.

(ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

(iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

(iv) Ships in which Locally Entered Cooks (S), Cooks (O) or stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S), all Cooks (O) and all Stewards; (C)—Cooks (O) and Stewards only; (D)—Cooks (S) only; (E)—Leading Cook (S) and Stewards only; (F)—Cooks (S) and Stewards only.

H.M.S. Hampshire (G.M. Destroyer). March 4, at Portsmouth. General Service Commission. (Phased.) Home/East of Suez/Home/East of Suez. U.K. Base Port, Portsmouth.

H.M.S. Decoy (Destroyer). March 25, at Portsmouth. General Service Commission. (Phased.) Home/East of Suez/Home/East of Suez. 21st Escort Squadron. U.K. Base Port, Devonport.

No. 829 Squadron (Gurkha Flight). March, at R.N. Air Station. Culdrose, General Service Commission. Wasp.

No. 829 Squadron (Naiad Flight). March, at R.N. Air Station, Culdrose. General Service Commission. Wasp.

H.M.S. Malcolm (A./S. Frigate). March 1, at Rosyth. L.R.P. Complement.

H.M.S. Naiad (A./S. Frigate). March 16, at Glasgow. Home Sea Service. 20th Frigate Squadron. U.K. Base Port, Chatham.

H.M.S. Dainty (Destroyer). March 17, at Portsmouth. General Service Commission. Home/Med./Home/Med. 23rd Escort Squadron. U.K. Base Port, Portsmouth.

H.M.S. Cavendish (Destroyer). March 17, at Portsmouth. L.R.P. Complement.

700 Bravo Squadron. April 7, at R.N. Air Station, Lossiemouth. Buccaneers.

H.M.S. Berwick (A./S. Frigate). April 8, at Portsmouth. General Service Commission. (Phased.) Home/East of Suez/Home/East of Suez. 21st Escort Squadron. U.K. Base Port, Portsmouth.

H.M.S. Dido (A./S. Frigate). April 8, at Chatham. General Service Commission. (Phased.) Home/East of Suez/Home. Capt. (D). 21st Escort Squadron. U.K. Base Port, Chatham.

H.M.S. Blackwood (A./S. Frigate). April 23, at Rosyth for trials. Commission July 1. Capt. Fishery Protection Squadron. U.K. Base Port, Rosyth.

H.M.S. Laleston (C.M.S.). April. Transfer to Vernon Squadron. Home Sea Service. U.K. Base Port, Portsmouth.

H.M.S. Burnaston (C.M.S.). April. Steam to Aden where Flockton's crew transfer. Foreign Service (Middle East). (E).

H.M.S. Ulster (A./S. Frigate). May 20, at Devonport for trials. Home Sea Service July 15, 17th Frigate Squadron. Vice Wizard. U.K. Base Port, Devonport. (Under consideration.)

H.M.S. Beachampton (C.M.S.). May, steam to Aden where Chilcompton's crew transfer. Foreign Service (Middle East). (E).

H.M.S. Wilkinston (C.M.S.). May. Transfer to 8th M./S. Squadron. Local Foreign Service (Far East). (E). Dufton's crew transfer.

H.M.S. Woodlark (Survey Ship Conversion). May, at Chatham. Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Bastion (L.C.T.). June 1, at Bahrain Foreign Service (Middle East). Amphibious Warfare Squadron. (E).

H.M.S. Mohawk (G.P. Frigate). June 3, at Rosyth. General Service Commission. (Phased.) Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Rosyth.

H.M.S. Lynx (A./A. Frigate). June 24, at Portsmouth. General Service Commission. Home/South Atlantic and South America/Home/South Atlantic and South America. 7th Frigate Squadron. U.K. Base Port, Portsmouth.

H.M.S. Caprice (Destroyer). End of June, at Rosyth for trials. To reserve in completion.

H.M.S. Lincoln (A./D. Frigate). July 13, at Singapore. Foreign Service (East of Suez). (Phased.) 24th Escort Squadron. (A).

H.M.S. Ajax (A./S. Frigate). July 13, at Singapore. Foreign Service (East of Suez). (Phased.) Capt. (D). 24th Escort Squadron December. (C).

H.M.S. Arethusa (A./S. Frigate). July 14, at Cowes. Home Sea Service. Foreign Service (East of Suez). January, 1966. Divisional Leader. 24th Escort Squadron. (A).

H.M.S. Anzio (L.S.T.) and No. 1 Assault Squadron. July 23, at Gibraltar. Foreign Service (Middle East) Amphibious Warfare Squadron. (B).

No. 829 Squadron (Arethusa Flight). July, at R.N. Air Station, Culdrose. Foreign Service (East of Suez). Wasp.

H.M.S. Maryton (C.M.S.). July. Steam to Aden where Kemerton's crew transfer. Foreign Service (Middle East). (E).

H.M.S. Kemerton (C.M.S.). July. Steam to U.K. with steaming crew from Aden.

H.M.S. Leander (A./S. Frigate). August 12, at Chatham. General Service Commission. (Phased.) Home/East of Suez/Home/East of Suez. 21st Escort Squadron. Divisional Leader. U.K. Base Port, Portsmouth.

H.M.S. Dampier (Surveying Ship). August 31, at Singapore. Foreign Service, S.W. Pacific. (C).

H.M.S. Daring (Destroyer). August, at Devonport for trials. To resume on completion.

H.M.S. Kent (G.M. Destroyer). September, at Chatham. General Service Commission. (Phased.) Home/East of Suez/Home/East of Suez. U.K. Base Port, Chatham.

H.M.S. Vidal (Surveying Ship). September 9, at Chatham. General Service Commission. North Atlantic. U.K. Base Port, Chatham.

H.M.S. Bossington (M./H. Conversion). September 9, at Chatham. Local Foreign Service (Far East). 6th M./S. Squadron. (E).

H.M.S. Zulu (G.P. Frigate). September 16, at Rosyth. General Service Commission. (Phased.) Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Rosyth. (B).

H.M.S. Cleopatra (A./S. Frigate). September, at Devonport for trials. Commissions, December, 1965. Home Sea Service. Foreign Service (East of Suez), June, 1966. Divisional Leader. 26th Escort Group.

(Continued on page 5, column 1)

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ROYAL AUSTRALIAN NAVY EXPANDING

THE Royal Australian Navy is to embark on a programme of expansion unequalled since the war. Judging from the type of ships to be ordered it is apparent that the R.A.N. is to have a two-fold function.

With the carrier Melbourne rebuilt for anti-submarine warfare and supported by four modified Type 12 A/S frigates with three American-built guided missile destroyers to provide anti-aircraft support and three "Daring" to give A/S and surface support, the bulk of the fleet should form a large and powerful anti-submarine force quite capable of taking care of itself against air attacks and against most surface threats. Backing up this force will be a fast replenishment ship and an escort maintenance ship.

A number of patrol craft for service in New Guinea, and no doubt also around Borneo if the situation still requires them, plus eight coastal minesweepers/hunters, will provide the weapons for the R.A.N.'s second function: that of countering the limited or "brush-fire war."

It is unofficially reported that the new Ikara anti-submarine missile has been fitted for trials in the new frigate Stuart, and it is to be fitted in the Vampire and Vendetta of the "Daring" class. In view of this it would seem reasonable to assume that some indication should soon be given officially of when orders will be placed for the new class of British frigate which will have this missile and the CF299, now named Sea Dart.

CANADA

The Royal Canadian Navy, after an apparent period of decline following the change of government, is once more on the up. Four new destroyer escorts fitted to carry helicopters are to be built.

Two operational support ships are also to be built. These will, presumably, replace the Cape Breton and Cape Scott which were built in Canada in the latter part of the war but were taken over by the Royal Navy and named Flamborough Head and Beachy Head respectively. The latter was lent to the Royal Netherlands Navy in 1947 for three years but both ships were transferred to Canada in 1951-52. Since

NEWS OF OTHER NAVIES BY DESMOND WETTERN

these ships have a speed of only 12 knots it would seem that the new ships will certainly have a much greater speed to enable them to accompany escort squadrons.

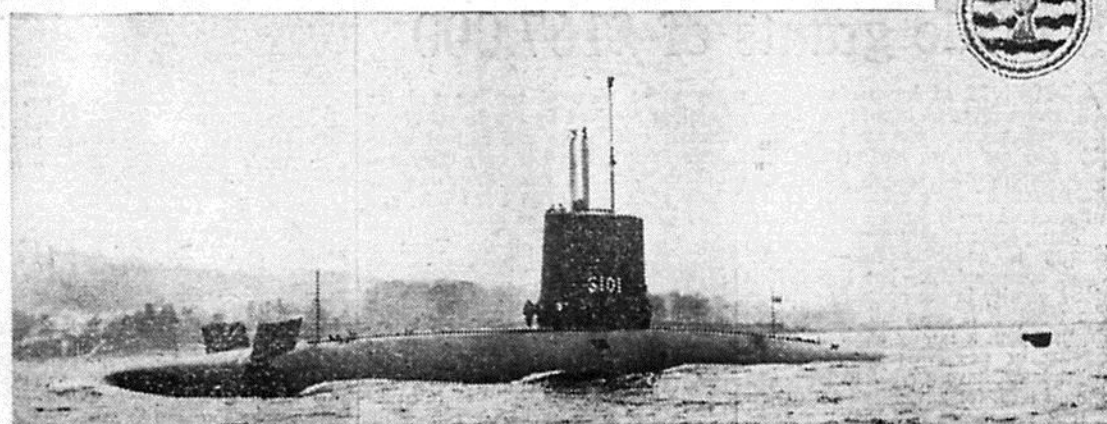
UNITED STATES

In December the U.S. Navy released the first picture of a C130 Hercules four-engined transport aircraft landing on board the carrier Franklin D. Roosevelt. The aircraft's weight was 95,000 lb. and it has a wing span of 132 ft., is 80 ft. long and the top of the tailplane stands 80 ft. above the ground. During the landing and take-off tests from the carrier, which has an overall flight-deck length of 968 ft., the plane carried a cargo of 30,000 lb.

It is perhaps interesting to note that a Buccaneer has a length of 63 ft. 5 in. and a wing span of 42 ft., while a Sea Vixen has a length of 53 ft. 7 in. and a wing span of 50 ft.

SHIPS OF THE ROYAL NAVY H.M.S. DREADNOUGHT

No. 111



ADVANCEMENTS

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer
JX 840981 F. H. Emmerson, JX 872178 W. H. Precious, JX 835959 K. C. Walk, JX 848803 L. L. Curie, JX 661571 T. D. Franks, JX 148270 R. H. Attree, JX 760259 L. W. Parker, JX 370714 W. W. Grace, JX 661983 B. P. Smyth, JX 858432 W. E. Barton, JX 818403 R. G. Riden.
To Chief Sailmaker
JX 184647 G. E. J. Huggett.
To Master-at-Arms
MX 795579 A. T. Butler.
To Chief Petty Officer Writer
MX 809778 F. R. Hollingsworth.
To Chief Petty Officer Stores Accountant (S)
JX 877930 E. Pibeam.
To Chief Petty Officer Cook (S)
MX 885642 B. A. West.
To Acting Chief Engineering Artificer
MX 120444 A. M. Joll, M 928571 J. R. Green, MX 902262 P. Eade, MX 902499 M. G. Jackson.
To Chief Engineering Mechanic
KX 867342 C. F. Tait, KX 866285 G. Boydell, KX 790295 D. E. Minett.
To Acting Chief Ordnance Artificer
MX 888794 A. Herringshaw.
To Chief Electrician
MX 851539 T. Wilson, MX 853298 E. M. Slead, MX 908238 D. Liff, MX 864092 L. Baldwin, MX 892592 T. Bagwell, MX 660405 J. N. Parish, MX 908040 P. J. Murray.
To Acting Chief Radio Electrical Artificer
MX 902620 C. Blackwood.
To Acting Chief Radio Electrical Mechanician
MX 923944 W. F. Eatch.
To Chief Radio Electrician
MX 915759 G. A. Woodside, M 933072 E. J. Lindfield, MX 891532 B. Morgan.
To Chief Communications Yeoman
JX 371360 R. Ransom, JX 581531 D. Eva, JX 865684 A. B. Wight.
To Sick Berth Chief Petty Officer
MX 876169 D. T. Huckle.
To Chief Air Fitter (O)
L/FX 788991 J. W. Bell.
To Chief Airman (AH)
L/FX 868033 L. Healy, L/FX 862025 W. G. Pemberton.
To Acting Chief Electrical Artificer (AIR)
L/F 963099 J. Fewster, L/FX 888946 B. M. Cox.
To Chief Electrician (AIR)
L/FX 870171 J. M. Williams.
To Chief Radio Electrician (AIR)
L/FX 878817 V. C. John.

C-in-C, Far East in London

ADMIRAL Sir Varyl Begg, the Commander-in-Chief, Far East, visited London during January for talks with the Minister of Defence and other defence officials on the Malaysia/Indonesia situation.

Admiral Begg said on his arrival at London Airport that "the number of infiltrators has increased recently, but on the whole they have been dealt with successfully."

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle, Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armanda, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyll, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.A.F., Tidesurge, Striker, Plymouth, Barrosa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Borderer, Agincourt, Leander, Grenville, Targor, Jaguar, London, Ajax, Devonshire, Lowestoft, Kent and Hardy.

H.M.S. Dreadnought, the Royal Navy's first nuclear-powered submarine, was built by Vickers-Armstrongs, at Barrow, being laid down on June 12, 1959, launched on October 21, 1960 and being commissioned on April 17, 1963.

Of 3,000 tons (standard) displacement, Dreadnought is 265 feet in length, with a beam of 32 feet. She has a complement of 11 officers and 77 ratings.

The hull is British built, but the nuclear plant was manufactured in the United States. From about amidships aft the hull lines resemble U.S.S. Skipjack, but the forward end is entirely British in concept.

The submarine's primary role is as a submarine hunter killer and for this purpose she is equipped with the latest developments in underwater weapons and detection. She is fitted with an Inertial Navigation System, which enables her position to be plotted with accuracy no matter how long she may have been submerged.

Dreadnought has an extremely high standard of reliability, and this reliability, obtained in many cases by duplication of almost every electrical

and mechanical part of the propulsion machinery, combined with the need to refuel at only very long intervals, enables her to take patrols of long endurance—and at high underwater speed.

Accommodation is vastly superior to that obtaining in any conventional submarine, and Dreadnought has many features which help to offset the monotony of prolonged underwater patrols.

ROYAL YACHT PROVIDES A GUIDE DOG

THE sum of £250 was donated by the Royal Yacht Britannia during the quarter ended December 31, 1964, to the Portsmouth and Southsea branch of the Guide Dogs for the Blind.

This amount is sufficient to buy, train and supply one dog for a blind person.

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SHIPS OF THE ROYAL NAVY

No. 111 - H.M.S. DREADNOUGHT

The Editor, "Navy News," R.N. Barracks, Portsmouth:
Please forward one postcard of H.M.S. Hardy, as reproduced at the top of this page, for which I attach a stamp value 2½d. (Use block letters please.)

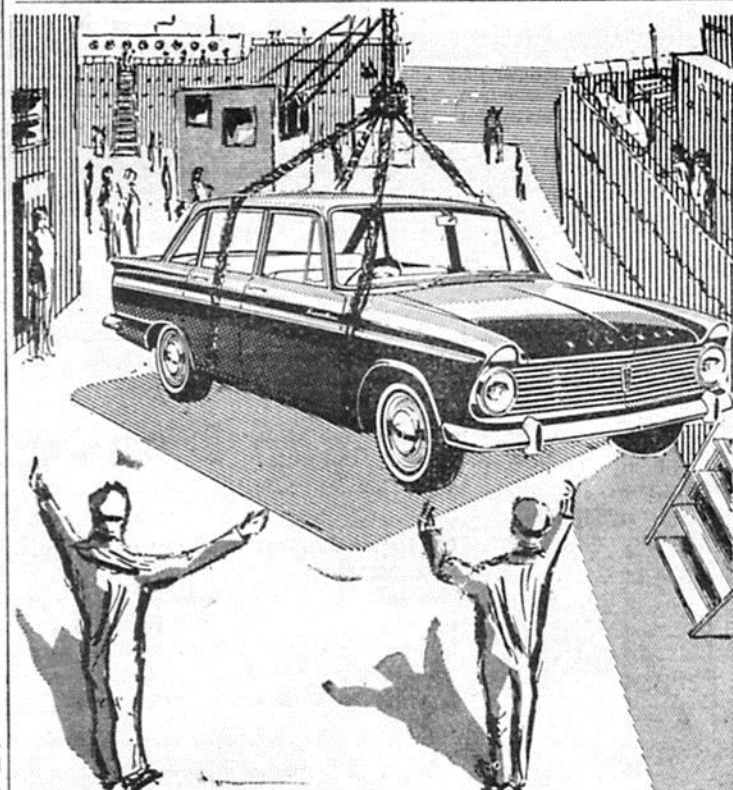
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Navy's Own Fund last year made grants of £167,000

ACCOUNTS of human suffering never make pleasant reading and the stories revealed in many of the applications received by the Royal Naval Benevolent Trust are no exception. What is even more sad is that often much of the worry and misery could have been avoided if only assistance had been sought earlier. So many of those who are most deserving are held back by their reluctance to seek help until it is almost too late, and what could easily have been put right has become a major problem.

That people should hesitate to seek charity is understandable—and, indeed, commendable—but R.N.B.T. is not a charity in the ordinary sense of the word. It is essentially a self-help organisation, a family affair to which serving or ex-serving men, or their dependants, have a right to turn, and should turn, for advice and assistance.

It is sometimes said that the Trust does not help the serving man. Like most generalisations this is both true and false. The fact is that a job in the Navy carries with it relative security and built-in protection against many of the minor and major adversities to which those outside are so vulnerable. It is inevitable that many more applications for the Trust's help comes from men who have left the Service, or from widows and other dependants. Nevertheless, about one-tenth of the grants go to serving men who, for one reason or another, find themselves in difficulties from which they cannot escape unaided—people who, in the words of the Royal Charter, are in "necessity or distress" and whom the Committees of the Trust are glad to be able to help.

OVER £167,000 DISBURSED

Last year R.N.B.T. expended over £167,000 in grants to individuals, on training and finding employment, and in supporting other organisations known to be helping Naval men and their families. That it was able to do so was largely because of the income received from its one-fifth share of the N.A.A.F.I. Rebate allocated to ships and establishments. Without this annual sum, averaging about £47,000, the needs of the Naval community could only be met by calling on reserves and thus reducing the funds available to help those now serving when they, in turn, face the uncertainties of civilian life.

The Trust's slogan is "By the Navy—For the Navy" and its Local Committees are comprised of men who have volunteered in order to serve their fellows. So if you are in difficulties, or know of someone who is, remember that the Navy's own Fund may be able to help.

Applications can be made direct to

the Local Offices of the Trust at Chatham, Devonport, Portsmouth and Malta, or through your R.N.B.T. Corresponding Representative. Contact can also be made through ex-Naval Men's Associations or any of the many other voluntary organisations throughout the country.

B.E.M. HOLDER RETIRES

CHIEF Wren Morna MacMillan, Officers' Steward, retired from the Women's Royal Naval Service after 22 years on January 11.

During her service career Chief Wren MacMillan has served a total of nine years in H.M.S. Collingwood, where she was an admired and respected figure by countless officers and ratings. Last June her extreme loyalty and service to the Royal Navy and to the W.R.N.S. was recognised by the well-deserved award of the British Empire Medal.

Chief Wren "Mac" will be much missed in H.M.S. Collingwood and throughout the W.R.N.S., and she takes with her the good wishes of all for a long and happy retirement.

'Hitched a lift' by helicopter

WHEN Lieut.-Cdr. R. P. White was driving to work at the Portland Naval Base on January 20, his car became completely stranded between banks of shingle on the Weymouth-Preston road, thrown across the road during the previous night's stormy weather.

He was, however, seen by Sub-Lieut. M. J. Wood, R.N., the pilot of a Fleet Air Arm helicopter on a routine flight from Portland. Lieut.-Cdr. White was winched up into the aircraft and continued on his way to work—really hitching a lift.

Albion prepares for Far East duty



One of the first pictures taken following a long refit—the first since she was converted into a commando ship—as H.M.S. Albion undergoes full-power trials and work-up before leaving for service in the Far East. Embarked in Albion are Wessex Mark 5 helicopters of 848 Naval Air Commando Squadron, which have a better performance in the troop-carrying role than earlier naval helicopters, to improve Albion's efficiency in the commando role. Here two of the helicopters are seen with the ship.

Royal Tournament raised £20,000 for charities

THE Royal Tournament held in July last year raised £20,000 and a cheque for that amount has been sent to the Minister of Defence for the Army, Mr. Frederick Mulley, M.P., for distribution to Service charities.

The Tournament Vice-Chairman, Colonel Basil Gunnell, O.B.E., M.C., in announcing this figure said "We are sure that the programme for the 1965 Tournament will attract even more people." He gave a word of advice—to avoid disappointment, book early, and, if possible, book for a performance early in the Tournament's run.

This year the Royal Tournament will be held at Earls Court from July 14 to July 31, and there will be two Commonwealth items—the Military and Pipe Bands of the Brigade of Gurkhas and the very colourful and gay Band and Dancers of the Fiji Military Forces.

The Navy and Royal Marines will combine to stage a Commando Cliff Raid; the Army contribution will include gymnastics and a display by the Household Brigade Juniors; and from the Royal Air Force there will be the popular police dogs, a drill display by the Queen's Colour Squadron and the Massed Bands. Of course there will also be the old favourites—the Naval Field Gun Competition and the Musical Drive by the King's Troop, Royal Horse Artillery.

Admiral buried at sea

THE body of Admiral Sir Denis Boyd, who died at Portsmouth on January 21 was buried at sea from H.M.S. Lynx on January 27.

A naval helicopter, piloted by Cdr. D. F. Burke, R.N., flew overhead and after the committal dropped a wreath from the Naval Air Command on to the sea. Cdr. Burke was commanding officer of 846 Squadron which won the Boyd Trophy in 1963, and which Admiral Boyd presented on board H.M.S. Albion last April.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch? No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Assurance rolled into one.

Supposing you hadn't signed on for 22 years service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

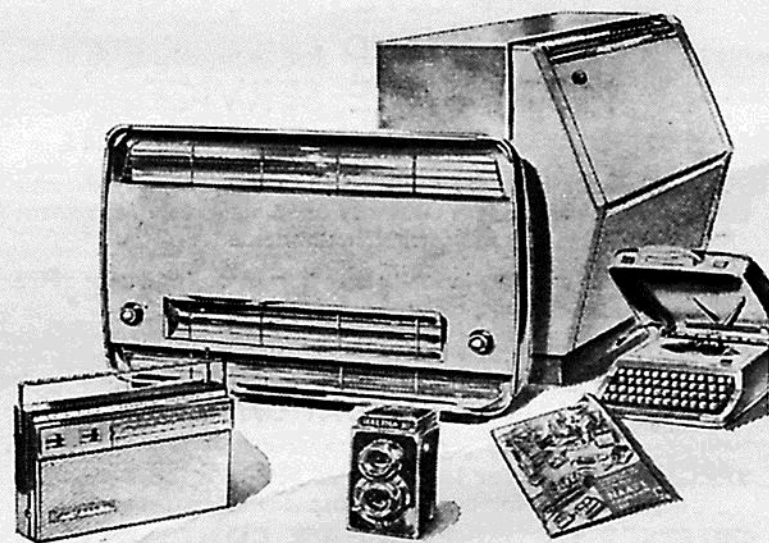
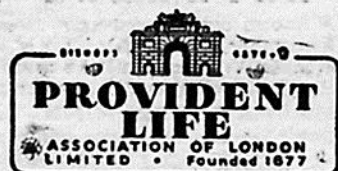
*For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire and the wife provided for if anything happened to me—well, it's the kind of security we all want.

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Whirlwind has hectic first foreign leg

H.M.S. Whirlwind (Cdr. J. Benson, R.N.), will return to Chatham on February 26 on completion of the first foreign leg of a General Service Commission which has been spent in the West Indies.

Recommissioned at Chatham on February 13, 1964, the ship 'worked up' at Portland until April then, after giving leave, sailed from Chatham on May 25. Since recommissioning Whirlwind has travelled 43,390 miles, of which some 38,000 miles have been steamed in the nine months since leaving the United Kingdom.

One third of the time in the West Indies has been spent at Bahamas Guardship which has entailed the rescuing of refugees from Cuba and the arrest of Cuban "activists" trying to use some of the many uninhabited islands for illegal purposes. In all some 25 refugees have been rescued and 10 Activists arrested.

During the hurricane season the ship also acted as hurricane guardship but although there were plenty of hurricanes none came near any of the British Caribbean islands and no relief work was therefore required.

'CHOPPER' LIFT IN DARKNESS

WHILE H.M.S. Eagle was on her way to join the Far East Fleet and in the Straits of Malacca on the night of January 11/12, she picked up a distress message from a Liberian tanker, asking for immediate medical assistance.

A Wessex helicopter with a medical team was sent to the tanker, the 12,405 ton World Pegasus. As the helicopter hovered overhead in the darkness the medical team went aboard—being lowered by rope. The Naval doctor decided that an immediate operation was necessary, and the sick person, a Hong Kong Chinese seaman, and the medical team were winched back to the helicopter and taken back to the carrier.

An immediate operation was performed, the sick man being landed at Singapore when H.M.S. Eagle arrived there.

As always the Royal Marines on board have been called upon to carry out various tasks outside their normal ship's duties. Half the detachment spent a month ashore in British Guiana helping to train the newly formed Home Guard whilst others have helped in the training of local forces in Antigua, Montserrat and St. Kitts.

MUCH VISITING

Apart from calls at the base at Bermuda, many of the smaller islands of the Caribbean have been visited—Anguilla, Antigua, Barbados, Curacao, Dominica, Puerto Rico, St. Croix, St. Kitts, St. Maarten, Tobago and Trinidad. On the mainland of the American Continent, Georgetown (British Guiana) and Paramaribo (Suriname) in the south, and Key West and New Orleans in the north have also been visited.

The visit to New Orleans was undoubtedly the most popular of all the ports visited and will long be remembered by all on board. The ship went there to take part in the celebrations commemorating the 150th anniversary of the Battle of New Orleans on January 8, 1815, and the subsequent unbroken peace between the English speaking peoples. There were many official functions in which the ship participated and no fewer than three parades which averaged two hours in length, in which the seamen's platoon and Royal Marine detachment took part.

In this city known as the home of jazz many friends were quickly made and on the final day of the visit some 4,000 people visited the ship in 3 hours. On sailing the ship was played out of the harbour by one of the leading jazz bands—the Red Garter Banjo Band.

After a leave period at Chatham, the ship will serve in home waters until August this year and will then start her second West Indies leg of the present commission.

SUNSHINE FOR RESERVES

SOME 120 officers and men of the Royal Naval Reserve will get plenty of winter sunshine this year, for they are sailing from Plymouth on February 6 for an operational visit to the West Indies—an event unique in the history of the R.N.R.

The ships taking part are H.M.S. Warsash (Capt. J. B. Leworthy, V.R.D., R.N.R., Commanding Officer of the Solent Division), H.M.S. St. David (Capt. I. C. Davenport, R.N.R., Commanding Officer of the South Wales Division), H.M.S. Mersey (Lieut.-Cdr. L. T. A. Foinette, V.R.O., R.N.R.), and H.M.S. Northumbria (Lieut. R. S. Clarke, R.N.R.).

They will be supported by the R.F.A. tanker Brown Ranger (Capt. J. Galesserian), which will carry stores, fuel and spares for the minesweepers.

The ships concerned are all of the 'Ton' class coastal minesweepers, and they are manned by officers and ratings of the R.N.R. from the 11 R.N.R. Divisions and from the Wireless Reserve in the United Kingdom. The minesweepers will not only be crossing the Atlantic—a feat in itself for minor war vessels—but they will be away for two months.

The minesweepers will arrive in the West Indies on February 23, having refuelled en route, and there are to be visits to Grenada, St. Vincent, Antigua, Barbados and British Guiana, before the ships sail for home from Bermuda on March 23. They are due to return to Plymouth on April 13.

The force is being commanded by Cdr. Sir John Clerk, Bt., V.R.D., D.L., one of the two Commodores in the R.N.R. He will fly his broad pennant in Brown Ranger.

'More valour than discretion'

THE modern age which has brought increased leisure to many people has also created the problem of how to use that leisure time fruitfully.

Many have turned to outdoor pursuits and, inevitably as unskilled newcomers take up such sports as mountaineering, yachting and canoeing—sports where there is an element of danger to the foolhardy—tragedies will occur.

Tyne Division's coastal minesweeper, H.M.S. Northumbria; during the recent Exercise Rockall II, became involved with just such a situation. Leaving Plymouth in company with H.M.S. Killiecrankie and H.M.S. Montrose, en route to their respective bases, they had reached Dover when two canoeists were sighted in difficult

Navy Days

PLYMOUTH and Portsmouth will be holding Navy Days over the new August Bank Holiday week-end—August 28-30.

ties. Their canoe was awash in the heavy swell.

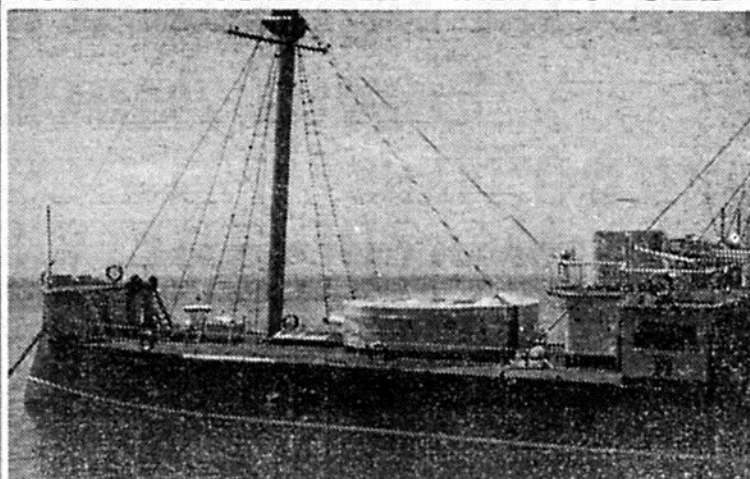
Northumbria detached and picked up both men and their canoe. The men were soon revived with hot showers, clothing and warm drinks, and proved to be two Birmingham schoolteachers who were attempting to cross the Channel.

Since they were making the attempt without proper maps, charts, weather forecast or distress signals and had been caught in mid-Channel by a Force 6 wind which had created a heavy swell, it was evident that valour, rather than discretion, had marked their ill-prepared enterprise.

As a keen amateur yachtsman himself, Northumbria's Commanding Officer, Lieut.-Cdr. A. Wilkinson, R.N.R., shared none of the canoeists' illusions that the elements can be trifled with, and left the canoeists in no doubt of their rashness.

Transferring the canoeists to a coast-guard launch which had put out from Dover in response to Northumbria's signal, Northumbria rejoined Killiecrankie and Montrose, content in the knowledge that two ill-prepared newcomers to a sport which is not without its hazards, had been spared the consequences of their folly.

ONE HUNDRED YEARS OLD



The 8" monitor Húsar in Talcahuano, Chile. Built by Lairds of Birkenhead in 1865 for the Peruvian Navy, the monitor was captured by the Chileans in 1879 and is maintained in immaculate condition. She is believed to be the oldest vessel of her type still afloat.

A Navy helicopter places 145 ft. mast on 800 ft. peak

BATTLING against rough weather heralding the approach of a cyclone, a Royal Navy helicopter from H.M.S. London has carried out a hazardous operation which has speeded up the launching of a television service for the Indian Ocean island of Mauritius by several months.

The guided missile destroyer, on a goodwill visit to the island, answered a plea from the Mauritius Broadcasting Corporation to lift into place the six prefabricated sections of a 145 ft. television repeater mast sited on a barely accessible 800 ft. peak. The request for help came through the Royal Navy's wireless station, H.M.S. Mauritius.

Each section of the mast weighed three-quarters of a ton, and as well as high winds, rain and turbulent weather caused by the approach of cyclone Freda, a major problem which had to be overcome was the earthing of some 18,000 volts of static electricity induced in the sections as they were flown to the site.

TRICKY JOB

The tricky task of guiding the helicopter into a correct hovering position

over the mast fell to Lieut. John Walsh, R.N., who was in radio contact with the aircraft, and P.O. Norman Anning, who climbed the mast with civilian construction workers and stayed there in a precarious and exposed position for many hours directing operations.

Drama mounted as the building contractors, Broadcasting Corporation engineers and Naval personnel worked against the clock to get the job done before the cyclone struck. H.M.S. London had to put out to sea to ride out the bad weather before the big lift was completed.

The helicopter, piloted by Lieut.-Cdr. George White, R.N., and Lieut. Graham Stock, R.N., rejoined the ship at sea after the last section had been lifted into place.

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DRAFTING FORECAST (cont'd.)

(Continued from page 2, column 5)

H.M.S. Duncan (A/S. Frigate). September 30, at Rosyth. L.R.P. Complement.

H.M.S. Bulwark (Commando Ship). September 30, at Devonport. Foreign Service (Far East) from date of sailing. Method of recommissioning under consideration. U.K. Base Port, Devonport.

H.M.S. Undaunted (A/S. Frigate). September 30, at Chatham for trials. Commission December 2 for Home Sea Service. Capt. (F). 2nd Frigate Squadron, January, 1966. U.K. Base Port, Devonport (under consideration).

H.M.S. Corunna (A/D. conversion). September, at Rosyth. L.R.P. Complement.

H.M.S. Llandaff (A/D. Frigate). October 21, at Devonport for trials. Commissions December, 1965, for Home Sea Service. 26th Escort Squadron. Foreign Service (East of Suez) from May, 1966. (A).

H.M.S. Appleton (C.M.S.). October at Bahrain. Foreign Service (Middle East). 9th M/S. Squadron. (E).

H.M.S. Ashanti (G.P. Frigate). October 14, at Devonport. General Service Commission. (Phased.) Home/Middle East. 9th Frigate Squadron. U.K. Base Port, Devonport. (B).

H.M.S. London (G.M. Destroyer). October 25, at Portsmouth. General Service Commission. (Phased.) Home/East of Suez/Home/East of Suez. U.K. Base Port, Portsmouth.

H.M.S. Phoebe (A/S. Frigate). November, at Glasgow. General Service Commission. Home/East of Suez/Home/East of Suez. Capt. (D). 30th Escort Squadron. U.K. Base Port Chatham (under consideration).

H.M.S. Sirius (A/S. Frigate). End of November at Portsmouth for trials. Commissions April, 1966, for Home Sea Service, followed by Foreign Service (East of Suez) from date of sailing. 24th Escort Squadron.

H.M.S. Cavalier (Destroyer). End of November at Gibraltar for trials to resume on completion (under consideration).

H.M.S. Leopard (A/A. Frigate). December 2, at Portsmouth for trials. To resume on completion.

H.M.S. Norton (M/H. Conversion). December 7, at Portsmouth. Home Sea Service. 1st M/H. Squadron. U.K. Base Port, Rosyth.

H.M.S. Beachampton (C.M.S.). December, at Bahrain. Foreign Service (Middle East). 9th M/S. Squadron. (E).

H.M.S. Maryton (C.M.S.). December, at Bahrain. Foreign Service (Middle East). 9th M/S. Squadron. (E).

H.M.S. Burnaston (C.M.S.). December at Bahrain. Foreign Service (Middle East). 9th M/S. Squadron.

H.M.S. Parapet (L.C.T.). At Bahrain. Foreign Service (Middle East). Amphibious Warfare Squadron. (F).

H.M.S. Cleopatra (A/S. Frigate). December, at Devonport. Home Sea Service. Foreign Service, East of Suez. June, 1966. Div. Ldr. 26th Escort Squadron.

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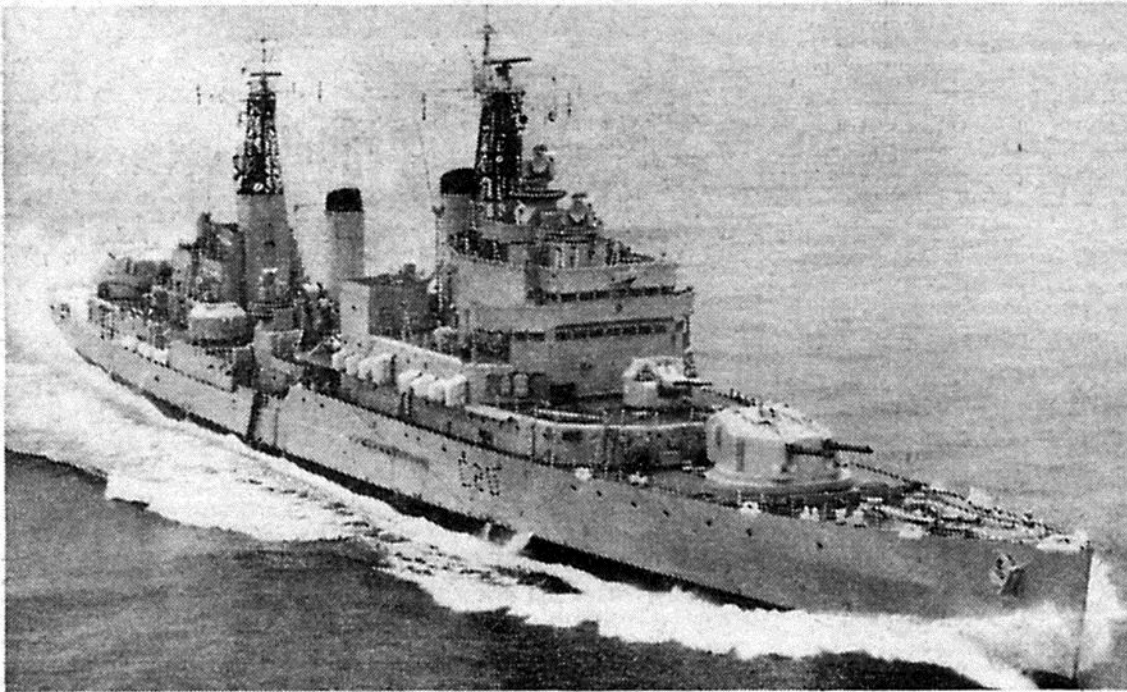
LAST autumn a Special Squadron consisting of H.M.S. Tiger (Capt. H. L. Lloyd, D.S.O., R.N.), wearing the flag of the Commander-in-Chief, South Atlantic and South America, Vice-Admiral Sir Fitzroy Talbot, K.B.E., C.B., D.S.O. and Bar, H.M.S. London (Capt. J. C. Bartosik, D.S.C., R.N.), H.M.S. Lynx (Capt. P. M. Austin, R.N.), the only ship of the squadron belonging to the station, H.M.S. Penelope (Cdr. J. L. N. Ommanney, R.N.), H.M.S. Odin (Lieut.-Cdr. R. H. Mann, R.N.), and the Royal Fleet Auxiliary Wave Chief (Capt. P. J. McCarthy) was formed to "show the flag" to the peoples of South America, to foster goodwill for Britain there and to liaise with the navies of the Latin republics.

This was done. It meant a terrific amount of ceremonial functions, from parades and wreath-laying ceremonies, to parties, dances and dinners. It involved much hard work by all concerned, but the large and apprecia-

tive audiences which turned out to watch made it all seem very worth while and showed us that it isn't only at Earls Court that ceremonial is appreciated.

To give an idea of the interest, I

was told that in Bogota, Colombia (I couldn't wangle a seat in the aircraft which transported the participants the 500 miles from Cartagena), there was a crowd of 10,000 people on the streets to watch the parade and that, despite



H.M.S. Tiger, flagship of the special squadron which visited South American ports last autumn

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the height of over 8,500 feet above sea-level, the band didn't run out of breath. What I did see was a square in Valparaíso so packed with people to watch a Beat Retreat ceremony and drill demonstration by the Royal Marine detachment of H.M.S. Tiger that those at the back could only have heard snatches of the music. Despite this people were still arriving as the Chilean flag and white ensign were being lowered at the end of the ceremony.

These sort of events got a very good press coverage, an essential of a goodwill visit, but other aspects found their way into the papers too. It is sometimes hard to realise that whenever we are ashore we are objects of curiosity and attention, that one's every action is noted and that the British are judged by us. It is a very pleasant fact that everywhere we went the behaviour of members of the squadron was commended on most favourably and that there was no occasion of tension with the shore authorities anywhere. Nor were there any absentees on sailing, though in one place this record was only just maintained through the co-operation of a customs launch.

THOUSANDS OF VISITORS

It was partly due, I feel sure, to the photographs of our activities on shore that so many people visited the ships of the squadron when they were open to visitors. Probably the largest numbers were at our first port of call, La Guaira, the port for Caracas, the capital of Venezuela. Over 12,000 visited the four ships of the squadron present in three hours; the queue for the submarine Odin then, as always, was particularly formidable. The determination of unsuitably dressed and shaped women to get down her hatches really was quite fascinating.

There are other ways of promoting goodwill, and the ones which often caught the local eye were those of a charitable nature. The children's parties, which can so easily become routine, take on a new freshness when one sees handicapped children overcoming their shyness and having a "whale of a time" with pirates, despite the fact that there was no common language. Particularly memorable are the spontaneous receptions given by



The ship's company of H.M.S. Tiger gave the captain, Capt. H. L. Lloyd, R.N., a birthday cake on October 10. Presenting the cake is L.M.(E) H. Leighton, youngest rating on board. Looking on are C.P.O. Ck. R. A. Ballard (he made the cake), C.P.O. J. F. McKee and Clr. Sgt. D. P. Kimber

the children, their teachers and nurses, when members of the squadron painted the exteriors and classrooms of schools in Venezuela and Uruguay and the wards for children with polio in Valparaíso, in Chile.

Other members of the squadron got involved in an official government reception in Rio de Janeiro. They had gone along to the National Blood Clinic on Donors' Day to give a pint of their best for the Brazilian Blood Bank and found that there was a government presentation to the head of the clinic, just when they arrived. The brass band wasn't playing for them! Despite the comments of their friends as they left the ships, I can report that all blood was usable and none had an excessive alcoholic content. There must now be over 100 Brazilians with British blood.

In Montevideo and later in Dakar some "Tigers" were persuaded to give a "spiel" on the local radio. Those at Dakar included two foolhardy souls who did an interview in French which, as the charming young interviewer said, was a quite typical demonstration of the English accent.

OTHER NAVIES

Contacts with other navies were many and helped to cement friendships which had often been started more than a century ago. We gave demonstrations of most of our equipment. With the Chilean Navy we had a full day's exercise, during which they demonstrated their Sea Cat to us with great success. In addition, parties of ratings, officers and cadets visited all the ships in port and sometimes at sea, as did also organised parties of school-children. On the social side, entertainment of all sorts was offered and returned between ourselves and our hosts of the moment.

We all greatly appreciated the magnificent way in which the host navies laid on transport for us. This was provided not only to official functions, but also for sight-seeing tours and to take groups of us to organised parties. For example, three Peruvian naval buses took some 300 of us to the local railway station at 0500 and collected us later at 1800.

Everywhere we went we were told that we didn't come often enough and

that, when we did, we didn't stay long enough. To the first statement we agreed, but as for the second, most of us felt that any longer would have killed us trying to keep pace with the hospitality offered.

SPORT

As for sport, every sort of game was played—sometimes under pretty ropey conditions. Soccer (a staple of South America, of course, and the standard is very high indeed), rugby, cricket (wherever there is any sort of British community there is a cricket club), basketball, hockey and tennis. As a squadron our form increased the more we played together and although we suffered some honourable defeats, nowhere were we utterly disgraced. Much to the relief of the Principal Medical Officer no really notable injuries resulted, even from playing rugby on an iron-hard pitch, though our dentist's evening activities were somewhat curtailed by a knee four times its normal size.

Both on the East and West coasts the British communities and the locals welcomed us with open arms and laid on a fantastic programme of hospitality in the form of organised coach tours, private entertainment, visits to breweries, meat-packing plants, oil wells and farms.

The local clubs, too, held dances and barbecues and we must congratulate—and thank—the young men of the ports who (we do not know if they did it willingly), let their girl friends loose for an evening or more with the British Navy.

TRAIN CLIMBS MOUNTAIN

To give an idea of the scale of the British community's hospitality I must tell you of one of the most memorable trips in which I took part. The residents of the British community of Lima chartered a special train from Callao to Rio Blanco, in the Andes, for 300 of us. This involved a train journey of 120 miles to a height of 11,500 feet. Unfortunately there was no time to reach the summit—another five miles as the crew flies and another 5,000 feet up.

It was well worth getting up at 0400 hours for the views en route were breath-taking at times. In one place four previous zigzags already traversed,

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The striking and, once-seen-never-to-be-forgotten, Sugar Loaf Mountain of Rio de Janeiro

could be seen. In another place one left a tunnel on to a bridge over a chasm of about 500 feet and into another tunnel, all in the space of seconds, with apparently nothing between one's self and the river below, the bridge being innocent of handrails.

On the observation platform of the coach was a notice prohibiting the taking of photographs. The conductor gave permission, however, and people could be seen sitting on the steps with their shoes dangling six inches above the track. I calculate that at least £500-worth of film must have been used on the trip but, if other people's results are like mine, the cine film will reflect nothing much more than the state of the permanent way. The engine of our train was a product of Manchester and was built in 1958. The carriages were nothing like so modern.

Facilities for 'Exped' were made available everywhere from the foothills of the Peruvian Andes to a camp near the highest mountain in Uruguay. An 'Exped' from Peru to Chile was, however, frowned upon by the powers that be, as it was considered that if a ship's Land-Rover got that far without an accident or breakdown, it would be a miracle. Had it been possible it would have been the 'Exped' to end all Expeds.

RIDING AND FISHING

Many members of the squadron got in some horse-riding, particularly at Punta Arenas, where the police horses were put at our disposal. This was a most generous gesture and we can only hope that the horses have not been turned against sailors for the rest of their lives. Others fished. It was quite common to find the whole of the ship's sides festooned in nylon as the fishermen competed against each other and sometimes with local angling clubs.

HISTORIC EVENTS

During the cruise some historic events or connections were commemorated. In Caracas the Royal Navy marched through the streets with bayonets fixed. This was in exercise of the right granted to British forces by Simon Bolivar, the liberator of the northern part of South America from the Spanish crown, by virtue of the exploits in the wars of liberation of a British Legion recruited from veterans of the Napoleonic wars. The parade was organised as part of the ceremony of laying a wreath on Bolivar's Tomb in the Pantheon in Caracas. So highly do the Venezuelans think of their liberator that a man who walks in front of his statue in Caracas without a coat on, or anyone carrying a parcel beneath the statue's eyes is fined on the spot.

The visit to Cartagena, too, was memorable as this was the town which was the chief target of the English pirates and buccaneers. It was amusing to find that the locals consider Admiral Vernon, who failed to take the town in the 18th century, was merely one of the last of the pirates.

It was also in Cartagena that some of us visited the naval school, founded for the Colombian Navy by an English naval officer. The chief naval hero of Chile, indeed the founder of her navy and one of the major liberators of Peru, Chile and Ecuador, was Admiral Cochrane, Lord Dundonald, who defeated the local Spanish Colonial navy on the west coast and thus made possible the transport of troops to liberate the land. He is also one of the heroes of the liberation of Brazil from the Portuguese. However, in Peru, his subordinate, Admiral Guise, takes pride of place as the first Commander-in-Chief Peruvian Navy, which he trained and developed, dying in action some ten years afterwards.

CORONEL COMMEMORATED

Two British naval battles are connected with the area. We passed close to the area in which the Battle of Coronel was fought between Admiral Craddock and Admiral Graf von Spee. The 50th anniversary of the battle fell in 1964 and our passage across the area was close to the date of it. A memorial service was held with ships stopped. A wreath was laid by Admiral Talbot. Later, near Montevideo, the eagle-eyed ones among us swore they could distinguish the small remnant of the ship, the Graf Spee, which was scuttled after the Battle of the River Plate in 1939.

DIFFERENT CULTURES

When one gets to South America it is necessary to readjust any preconceived ideas that it has the same culture throughout the continent. Despite a common Spanish culture (in this, Brazil is the exception for there the culture is Portuguese—a very different thing), the geography of South America has assured that local modifications of this culture are very noticeable.

In Peru the contrast between the highlands and the lowlands is most marked as is also the difference between the northern desert area and the southern sheep-rearing area of Chile, the coastal belt of Brazil and the tropical rain forested interior and the highlands of Colombia around Bogota and the low-lying coastal areas. All these factors create a difference in culture, civilisation and outlook between country and country and, within each country, between district and district. Not till the advent of cheap air transport (often government run and subsidised)

has the problem of internal communications within a country been reduced to a workable proportions. Everywhere we went we were impressed with the vast size of the countries and the diversity within each country.

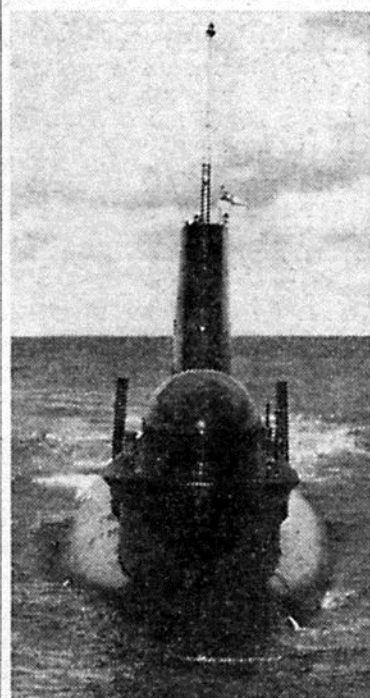
SPANISH FLAVOUR LOST

One was also struck by the contrasts to be seen, not only between the urban areas, with their European culture and architecture, and the rural areas where time seems to have stood still for centuries, but also between the different standards of living in the towns themselves. Close to vast concrete and glass skyscrapers can be found slums of the most depressing sort. Generally the towns are thoroughly Western European in their appearance, with little of the exotic, tropical style about them. They seem, in most cases, to have lost any Spanish flavour they may have had and to be a local adaptation of the common European techniques.

The industrial wealth and potential of South America has, as yet, hardly started to be developed. This is a sub-continent which will make great strides when once it has solved its problems. Foreign aid and capital is necessary and one factor on which future progress depends is the human factor. The disparity in wealth between the rich and the poor is great. Allied with this is, of course, the disparity in educational opportunity.

There are very many great difficulties, but despite them all the people of Latin America are cheerful and easy-going. There appears, on the surface, to be little resentment between classes. The exuberance is well expressed in the local song and dance rhythms which are generally of the vivid samba and rumba type and only rarely of a more introspective nature. Everyone appears cheerful and welcoming whatever his or her personal circumstances. Colour in dress, open-handedness in hospitality and helpfulness to the foreigner are typical of the whole continent.

Our Land-Rover drivers will also say that exuberance is common in the local standard of driving which rivalled that found in Rome or Paris. In one port the Naval Attache was certain that the Land-Rovers, if landed, would become heaps of twisted metal inside an hour.



An unusual view of H.M.S. Odin, the "Oberon" class submarine, which took part in the cruise of the Special Squadron



Odr. Sea. Andrew Smith, of H.M.S. Tiger, meets Andean locals 11,502 feet up in Peru. The train trip was organised for the Special Squadron by the British community in Lima, from Callao to Rio Blanco

but we managed to persuade him otherwise—and later proved it.

FASCINATING SIGHT

The Special Squadron was disbanded after Rio de Janeiro, Admiral Talbot returning to South Africa in H.M.S. London. Tiger led the remaining ships across the Atlantic to Dakar for a short three-day visit. The trip across was uneventful, though we passed the island of Fernando de Noronha, some 300 miles off-shore, which serves as a Brazilian penal settlement. We called, also, at St. Paul's Rocks, another 300

miles out beyond Fernando de Noronha. It is a fascinating sight to see about one-eighth of an acre of rock rising to a height of 64 feet, in all the vast expanse of water. Once there we found out why we had called. The boarding party consisted of the navigating officer (to inspect the defunct lighthouse—unmanned), the assistant medical officer (to inspect the birds), the civilian photographer (a prudent man—he didn't land—to record their deeds) and a Midshipman (to do what all midshipmen do—act as assistant).

(Continued on page 8, column 5)

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Ajax rescues 20th century Robinson Crusoe

THE anti-submarine frigate H.M.S. Rothesay, (Cdr. R. S. Agar, R.N.), rescued a modern Robinson Crusoe on January 2, an American yachtsman shipwrecked on a remote uninhabited island in the Bahamas.

The modern "Robinson Crusoe" was 52-year-old William Haas who had been marooned for 30 days. He was sailing his 22ft. boat Mel-O-Dee single-handed from New Jersey to the Virgin Islands, called at Mayahua Island at the beginning of December and, due to deteriorating weather he put back to Tacklines Island in the hope of finding an anchorage near Light-house Castle Island.

But the sea was too rough and he made for the lee of another island. On the way he fell asleep, having been without food or sleep for 48 hours, and woke to find the boat foundering on South Cay, on the remote Mira Por Vos Shoal.

CUP OF WATER PER DAY

He was wrecked on the night of December 3, managing to recover four pints of water and a small amount of food from the boat. "He survived by skill and common sense, rationing himself to half a cup of water twice daily," reported Cdr. Agar.

"He then made a distilling unit from a petrol can and a salvaged hose length which, with three hours boiling, and cooling the pipe through a pool, produced two quarts of water.

"He also made a rain trap from driftwood and he fed mainly on whelks, of which there was an ample supply, cutting out the flesh and boiling. He weighed 175 lb. when wrecked and 130 lb. when rescued 30 days later."

Mr. Haas salvaged an axe from the wreck and chopped up driftwood and wreckage to make fires for cooking and to try and attract the attention of passing ships. Forty-seven passed without seeing his fires, so on the 28th day he made a flagpole, which was sighted by a U.S. Navy patrol aircraft on December 31.

H.M.S. Rothesay was alerted and left Key West, Florida, some 500 miles away, and headed for the tiny island at 22 knots into a force six wind, arriving there on January 2.

A Gemini dinghy, the only type of craft usable due to the surf, was landed and Lieut. M. Clayton, R.M., of Ascot, Surg. Lieut. D. Wright, of Carshalton, Ctr. Sgt. A. Colley, of Portsmouth, and Marines A. Moye, of Swindon, and R. Kelley, of Gosport, went ashore.

"Mr. Haas was hale and hearty, but so happy to be rescued. His first words were 'Boy, oh Boy, am I glad to see

you fellows.' He had a grey beard and an appearance like Crusoe himself," reported Cdr. Agar.

BARREN ISLAND

The island is completely barren and deserted, about a mile long and a quarter of a mile wide, and with little vegetation except cactus. The only animal life consisted of rats and two nesting eagles which became quite friendly. Mr. Haas found fishing impossible because of coral surrounding the island.

When Mr. Haas was transferred to the United States Coastguard cutter Ariadne on January 4, the ship reported that he was fit and well after his 30-day ordeal.

Naval V.C. presents own flying trophy

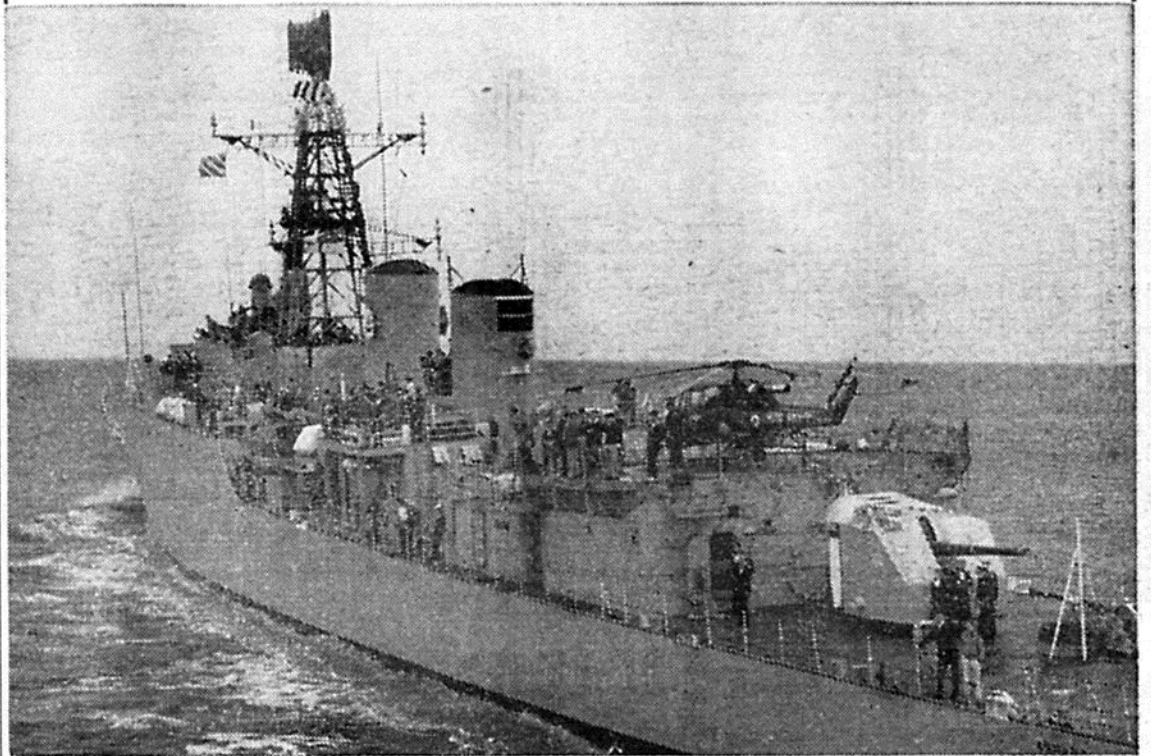
ONE of the first naval pilots—he was flying as early as 1910 and gained his "wings" in 1913—has presented the Royal Navy with a trophy to be awarded to the outstanding Fleet Air Arm helicopter pilot qualifying each year.

He is Vice-Admiral Richard Bell Davies, now in his mid-70's and living at Lee-on-Solent and who won the Victoria Cross as a squadron commander in the Royal Naval Air Service at Gallipoli in 1915 for landing his aircraft close to the Turkish lines to rescue a companion whose plane had been shot down. The official citation described his action as "a feat of airmanship which can seldom have been equalled for skill and gallantry."

Admiral Davies travelled to R.N. Air Station, Culdrose, to hand his award—it is to be known as the Bell Davies Trophy—to its first recipient, 24-year-old Sub-Lieut. Alan Macgrigor, R.N., a native of Perth, who qualified as a helicopter pilot in June, 1964.

Sub-Lieut. Macgrigor joined the Royal Navy as a Boy Seaman in 1956 and served in the aircraft carrier Victorious and the destroyer Decoy before going to the Britannia Royal Naval College, Dartmouth, in 1963.

THE TRIBAL SHOP WINDOW



In the January issue of "Navy News" was a short story of Big Chief Sitting Bull of H.M.S. Eskimo paying a visit to H.M.S. Ashanti. Photographs have now been received and, on the right the redoubtable Sitting Bull is welcomed after his "perilous" jactant transfer, and above is H.M.S. Ashanti. The two ships took part in a "Shop-window" for Bahrainis, U.K. based Government and commercial firm employees at Bahrain early in December, 1964, some of whom may be seen on board Ashanti. Midshipman L. K. Awuku, Ghanaian Navy, a member of the Ashanti tribe, braved the Mohawks in their own reservation. H.M.S. Mohawk is commanded by Capt. I. G. W. Robertson, R.N., and H.M.S. Ashanti by Cdr. J. A. Thackwell, R.N.

The Portsmouth Command Shore Establishments Volunteer Cadet Corps units—boys between the ages of 9 and 15 attached to H.M.S. Excellent, Vernon, Victory, Dolphin, Collingwood and Dryad—will compete in a 1½-mile cross-country at H.M.S. Dryad on February 6 commencing at 10.30.



'SAWKINS' CIRCUS'

IN response to an invitation of the Chief of Staff to the Commander-in-Chief, Mediterranean, Cdr. H. J. Lee, eight officers from H.M.S. Brighton (Cdr. A. J. Cooke, R.N.), indulged in equestrian activities at the Combined Services Saddle Club, Marsa, Malta, when the frigate, part of the 30th Escort Squadron, now at Chatham, was in Malta during 1964.

With the ultimate intention of forming a polo team, and headed by Lieut. Cdr. 'Good Recovery' Sawkins, the First Lieutenant, the 'circus' used to meet at 0645 on the coldest mornings that Malta can produce, to practice, under the patient instruction of 'General Jack' Lee, something called 'horsemanship'. Dressed, for want of a more bizarre rig, in mess boots, white trousers, reefers, wing collars, straight ties and boaters—more to impress the horses than for comfort—they took hour-long sessions of a new kind of early morning 'sit-ups'.

From the very first lesson it was obvious that a wealth of talent lay hidden beneath the very worried expressions—a talent for brushing of sand and getting back on the horse, as demonstrated by Midshipman 'Windfall' Chapman, and for disappearing into the middle distance in a cloud of dust, one of the earlier tricks of Lieut. 'Straight back' Brown. Lieut. 'Rodeo John' Parry and Lieut. 'Little Strange Horse' Batchelor achieved the art of choosing friendly types of horse, and cultivated this trait to extremes, while Midshipman 'Squire' Cowling managed to find an animal which was two months his senior.

'PASSING-OUT' TRICKS

The last meeting of the 'circus', due to the ship leaving the Station, produced a few interesting and what might be called 'passing-out' tricks.

'Good Recovery' Sawkins showed, with much skill and finesse, how a horse can be made to sit on its rider's knee, and then proceeded to train two other horses in the art of cabbage tramping. Lieut. 'Wild Bill' Henderson, throwing caution, among other things, to the wind, galloped his steed round the track in very handsome style. The

fact that all the horses should have been walking in a line at the time didn't seem to bother him, or, at least, if it did, he was too busy to show it. This act of bravado incited the other animals to greater things and, led by Lieut. Cdr. 'Legal Eagle' Arthur, they started something which could quite well rival the charge of the Light Brigade.

At one time somebody seriously suggested giving the polo team sticks and a ball to play with, but fortunately that was forgotten in the light of experience. But, even without sticks and a ball, there must be easier ways of seeing the sun come up.

(Continued from page 7, column 5)

FRIENDLY SENEGALESE

Of the stay in Dakar there's little to be said. Prices ashore are expensive and most of us had Christmas and the Customs to consider. Those who did go ashore found a clean, modern French-type town with friendly and colourfully dressed people. The Senegalese were most kind and did as much as they possibly could to entertain us, as did, also, the French Navy stationed there.

Inevitably one gets asked: "What are your impressions of South America?" Firstly, the size—it is larger than the whole of Europe by two and a half times and except for Brazil (itself larger than the U.S.A.)—Spanish is the universal language. Secondly the friendliness of the people and the genuine abundance of goodwill especially towards Britain and all things British. Thirdly, the tremendous potential for development that exists in nearly every country and the desire in most to exploit this.

A. S. W.

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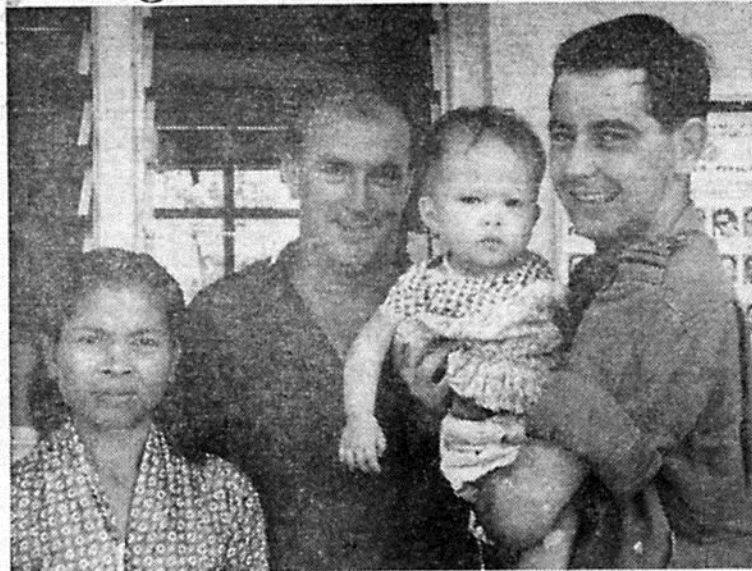
So much for so little. However, there's more than economy to commend the Herald. It is still the cleverest light car on the market. A 25-ft turning circle lets you park in spaces other cars have to pass by. Independent suspension on all four wheels gives smooth riding and sure cornering. Inside look: Full-dress luxury with deep chunky seats, real pile carpets, walnut facia. Outside look: 93% all-round visibility means a clear view of the road—all the time.

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A girl called Helicopter



Lieut. Thompson and his crewman, P.O. E. Smith (of St. Helens) with baby Helicopter Anak Manjan and her mother

IN a native fishing village on the South China Sea coast of Sarawak lives a chubby Iban baby girl who, thanks to the Royal Navy, rejoices under the name of Helicopter Anak Manjan. She would not be alive today if her mother had not been rushed to hospital by a Wessex helicopter of 845 Naval Air Commando Squadron just before she was born.

It happened 14 months ago, when a helicopter was sent up to Mukah, some 35 miles from Sibu 845's main base in Sarawak, to fly Helicopter's mother back to hospital. The baby was born soon after arrival at Sibu Hospital and both mother and child survived in spite of serious complications.

The parents were so grateful to the Navy that they decided to call their baby Helicopter, refusing to listen to a priest who tried to persuade them to give the child a more conventional Iban name.

Recently the pilot of the helicopter, Lieut. Stewart Thompson, R.N. of Morden, had to fly a doctor on an inspection tour of the Mukah area, and he decided to call on baby Helicopter.

After a call on young Helicopter in the village in which she lives, he commented: "The parents were delighted to see me and even ran up and stroked

my helicopter," and baby Helicopter? "She's a beautiful baby and just sat gurgling at me."

Since Lieut. Thompson has been in Borneo he has flown more than 40 sick natives to hospital.

Able Seaman wins ski-ing race

ABLE Seaman Harry King won the downhill race in the Inter-Services ski-ing championships at St. Moritz, last month and finished runner-up in the overall championship.

The Royal Navy was second in the downhill team event, the Army taking first place. In the combined team events, the Army was first, the Royal Navy second and the R.A.F. third.

Plymouth C-in-C presents U.S. medal

AN unusual Anglo-American occasion took place on January 25 at the Royal Marines Infantry Training Centre at Lympstone, Devon. Capt. James Patrick McWilliams of the United States Marine Corps was presented with the American Bronze Star Medal by the Commander-in-Chief, Plymouth, Admiral Sir Nigel Henderson, K.C.B., O.B.E.

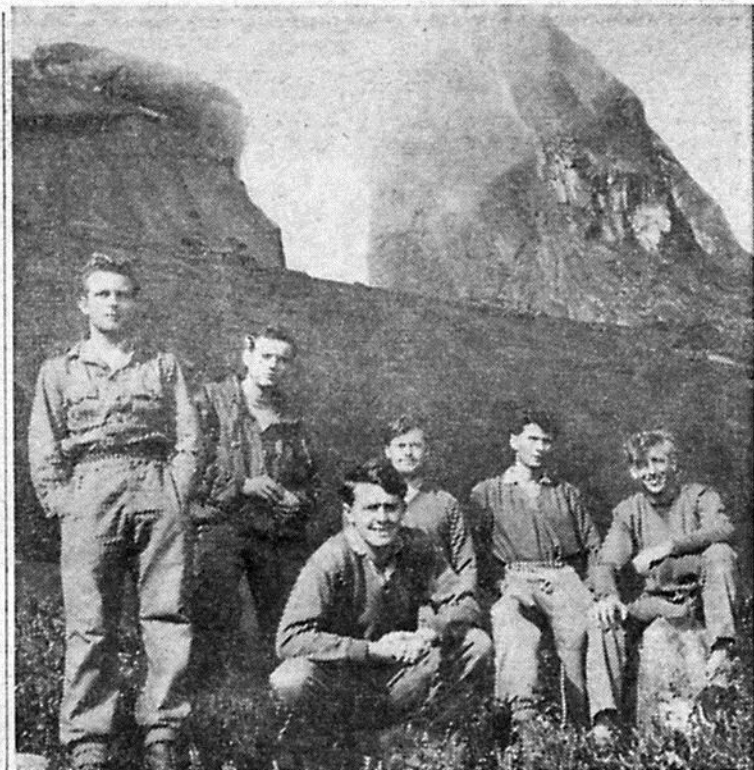
Capt. Williams, who has been at Lympstone since last July under an exchange scheme, was awarded the medal for meritorious service as a member of the U.S. Marine advisory unit in Vietnam. He was a field adviser to the Vietnamese Marines from May, 1963, until last June, taking part in 10 major combat operations against insurgent Communist guerilla forces.

The citation stated "During this period Capt. Williams habitually positioned himself with the forward elements of his unit, in the face of enemy fire, in order to render timely advice to his counterparts."

FIVE NEW SHIPS

ORDERS worth about £25 million have now been placed for five new ships for the Royal Navy. These are the warships for which tenders were invited last August. There are to be two guided-missile destroyers of the "County" class and three frigates of the "Leander" class.

The orders for the destroyers have been placed with Messrs. Fairfield Shipbuilding and Engineering Co., Glasgow and Messrs. Swan, Hunter and Wigham Richardson, Ltd., Wallsend on Tyne. The orders for two of the frigates have gone to Messrs. Alex Stephen and Sons, Ltd., and Messrs. Yarrow and Co. Ltd., both Clyde firms, and the third frigate is to be built in H.M. Dockyard, Portsmouth.



The six-man team near the summit of Kinabalu. Left to right: Marine Derek Bosworth of Bourn (Cambs.); Marine Rex Thompson of Consett (Co. Durham); Lieut. Guy Sheridan, R.M. (leader of the party) of Bexhill (squatting); Cpl. Roy Heath of Selly Oak, Birmingham; Sgt. Dave Pendleton of Rhualt (Flintshire), and Cpl. John Hubbard of Crawley Down, Sussex

Royal Marines on roof of South East Asia

ROYAL Marines have climbed the hitherto unscaled north face of 13,455-foot Mount Kinabalu in Sabah, formerly North Borneo, highest peak in South East Asia. Described as "a 6,000-foot sheer granite wall," it was conquered for the first time by three members of a six man team from 40 Commando, Royal Marines serving in Borneo which has spent three weeks on the mountain.

They were Lieut. Guy Sheridan, the leader of the party, Marine Rex Thompson and Marine Derek Bosworth. The following day Sgt. Dave Pendleton and Cpl. Roy Heath made the climb by using alternative routes. As a result of the climb, made during the height of the monsoon—

snow and sleet was encountered even though the island is on the equator—future maps of Kinabalu's top will have new names—Commando Cauldron, Stand Easy Climb, Recce Route and Joanne, the latter named after Sergeant Pendleton's wife in Rhualt.



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Back row—T. Brown (Hon. Sec.), Cdr. E. Bennett (H.M.S. Sea Eagle), Capt. the Earl of Roden (President, Irish Area), Cdr. P. J. M. Shevlin (H.M.S. Fearless), Capt. R. Boyd (Vice-President), Capt. J. Steele (C. O. Ulster, Div'n. R.N.R.), Lieut.-Cdr. H. Clendenning (Area Vice-Pres.), C. Ruddy (former Hon. Sec.), W. Tunnicliffe (Area Hon. Sec.). Seated—Lieut.-Cdr. A. Niblock (Vice-Pres.), Lieut. J. Bartlett (Area Chairman), Capt. J. C. Cartwright (S.N.O. North. Ireland), Vice-Admiral Sir Arthur Hezlett, Capt. C. F. Kemp (R.N. Air Yd., Belfast), Capt. E. G. N. Mansfield (H.M.S. Yarmouth).

DISTINGUISHED OFFICER AS IRISH AREA PRESIDENT

VICE-ADMIRAL Sir Arthur Hezlett, K.B.E., C.B., D.S.O. and Bar, D.S.C., was the Guest of Honour at the tenth annual dinner of the Belfast branch of the Royal Naval Association. The branch Vice-Chairman, Shipmate Lieut. J. Bartlett, was in the chair, and some of the other distinguished guests are shown in the accompanying photograph.

Other welcome guests included shipmates from Bangor, Lisburn, Portadown, Cork and representatives from other Service Associations in the city.

Shipmate 'Charlie' Ruddy, a former Belfast branch secretary was presented with his Life Member's card and badge as a token of appreciation of his invaluable work as founder Hon. Secretary of the branch club, and organiser of the first dinner in 1955.

Apologies were read from the branch President, Capt. Sir Richard Pim who was in Mexico, Admiral Sir Guy Grantham, Cdr. Shillington, Lieut.-Cdr. Osborne King, Lieut. R. D. Roberts, Cdr. J. Stephen, vice-Presidents, who were out of Ireland. The branch Chairman, Shipmate Hogg also tendered his apologies as did the National Council Delegate Shipmate M. Barnett.

Captain Cartwright proposed the toast of the Royal Naval Association and enlightened the shipmates concerning the attainments of those serving afloat today. Capt. the Earl of Roden replied and spoke of the work of the Irish branches. He raised the biggest cheer of the evening when he announced that Vice-Admiral Sir Arthur Hezlett had consented to become Area President in 1965.

Capt Kemp kept the interest going when proposing the toast of the Belfast branch, and his informative and lively speech was warmly received. Shipmate Lieut.-Cdr. Niblock, in replying, reminded the members again that he also has a fund of good stories, and when he sat down the shipmates were in a good mood to appreciate Shipmate Ray Gaw's Sea Shanties.

Shipmate Maxwell proposed the toast of Our Guests. He referred to Sir Arthur's distinguished career and expressed the pleasure and pride Belfast shipmates felt at having the President and President Elect of the Area present that evening.

EFFICIENCY

Vice-Admiral Hezlett replied on behalf of all the guests and assured the shipmates that he would try to get around the branches as Capt. the Earl of Roden had done, and make the Irish Area second to none in fostering

the ideals of the Royal Naval Association.

It was very much regretted that family illness had prevented the branch Chairman, Shipmate J. Hogg being present to enjoy the results of his own and his committee's preparations. The great success of the function was largely due to the efficient organisation of the Secretary, Shipmate T. Brown, assisted by Shipmate R. Kary, the Treasurer, and members of the Committee. Each year Shipmate Brown manages to create order out of apparent chaos and he can justifiably feel proud of the success of his efforts yet again. The number present was the largest in the branch's history—180 all told.

Pembroke Dock has new H.Q.

THE Pembroke Dock branch of the Royal Naval Association held its annual party on January 2 at the branch's new headquarters, the Market Tavern, in Pembroke Street.

The members of the branch were most grateful to Mrs. Whicher and family who, despite the death of Mr. Whicher, the proprietor of the Market Tavern a short time before Christmas, made such satisfactory arrangements for the party.

Many shipmates, their wives and friends were present, but the Queen's Harbour Master, Cdr. Weedon, sent his regrets, having other commitments that evening.

Shipmate G. Maidlaw, Vice-President, and Mrs. Maidlaw, the branch chairman, Shipmate J. Lloyd, and Mrs. Lloyd, together with the secretary and treasurer, Shipmates H. Macnaughton and A. Hunter, and many others joined in games organised by Mr. T. Driscoll. Humorous items were given by Mr. D. Crawford, who also sang some Al Jolson favourites.

Pianist was, as always, Mrs. Ivy James.

Supper was served by the ladies and the organisers would like to thank all those who made such a splendid evening possible.

Nottingham keeps flag flying

DURING the past year the Sherwood and Arnold Branch of the Royal Naval Association, with its headquarters at the Sherwood Social Club, 479 Mansfield Road, Nottingham, have kept the flag flying in an area almost as far from the sea as it is possible to get in England.

Last May 50 members and their wives spent a week-end in Portsmouth, and possibly the highlight of the week-end was the tour of the harbour in a launch put at the disposal of the party by the commander-in-chief, followed by a visit to H.M.S. Rhyl and H.M.S. Victory.

On the Saturday evening the shipmates of the Portsmouth Branch were hosts to the party at the Pitt Street Club, and everyone expressed the extreme pleasure they had in meeting old friends and making new ones.

Later in the year Sherwood and Arnold Branch visited the shipmates at Cleethorpes and spent a very happy time at the well-appointed club, inspecting some of the fishing fleet on the Sunday morning.

Other activities included four road shows and a dance and the quarterly meetings of No. 9 Area. Games have been played against the officers and instructors of the Nottingham Sea Cadet Corps, whom the branch has "adopted."

The ladies' section has been very active. The members contributed handsomely to a party for the Sea Cadets and the members of the branch were their guests at a grand dinner in Nottingham.

NEW EDITION OF REVIEW

The Nottingham "Naval Review," sponsored by the branch, makes its third appearance shortly, and those concerned consider it the best edition so far. There are some interesting features written by shipmates—ranging from the Grand Fleet days of the First World War to the present-day Navy. There is an article of a destroyer being badly pooped in the notorious waters of the Pentlands while rescuing shipwrecked Norwegian sailors. There is also the story of a very scared sailor caught in the 'blitz' in London.

The "Naval Review" is also intended to act as a special guide to all naval men who may go to the Midlands, either on leave or to settle, so that they can maintain their connection with the Service and so continue to enjoy the comradeship that is engendered by life afloat.

Copies of the review may be obtained from Mr. R. Skeets, 89 Burford Road, Forest Fields, Nottingham, price 2s. 6d., plus 6d. for postage.

We will remember them

Shipmate William D. Brindley. Member of Ilford branch. Saw service at Battle of Jutland in H.M.S. Galatea. Died January 6, 1965.

'IT DOESN'T BLOW LIKE IT USED TO'

ABOUT 200 Shipmates and guests sat down at the 27th Annual Dinner of the Portsmouth Branch of the Royal Naval Association on January 8. After the dinner there was a dance with a happy family atmosphere, which was thoroughly enjoyed by all.

The Branch Vice-President Shipmate Lieut.-Cdr. S. Noble in welcoming the guests, included among whom were the Area President, Shipmate Capt. I. A. P. Macintyre, C.B., C.B.E., D.S.O., and the Commodore of the Naval Barracks, Commodore P. G. Sharp, D.S.C., A.D.C. said he thought that the Royal Naval Association was the finest club in the world.

Shipmate R. Pearn, the Branch Chairman, reported on the year's events. He remarked upon the number present that evening, saying however, that he would like to see more members at branch meetings and taking a more active part in branch affairs.

In replying on behalf of the guests Commodore Sharp spoke of the pleasure it gave him—a mere beginner amid so much experience—to be the principal guest.

As Commodore he personally interviewed men of the Portsmouth Division and Naval Command before they went to pension, asking them what alterations they would make if they had the power. The answers could be summed up—"It doesn't blow like it used to." But was this true? It is true that the Navy is smaller than when most of the shipmates present were serving, but it is now expanding. There is constant change and modernisation.

A look at Portsmouth harbour recently would have revealed "Leanders," "Tribals," "Whitbys"—all post-war ships, some "Darings" and a couple of Guided Missile Destroyers. "There are four of these in the Service already," the Commodore said, "and two more, Fife and Glamorgan will be in service soon, and there are two others just ordered."

CARRIER BADLY NEEDED

The Commodore referred to the four carriers and two Commando ships in commission and mentioned the two new assault ships, the Fearless and

Intrepid, now being built. Referring to the new carrier which had been promised he said it was badly needed.

Commodore Sharp referred to the disposition of the ships. We now had only one escort squadron in the Mediterranean, but in the Middle East, virtually the old East Indies Station, the Royal Navy was particularly active.

Turning to manpower the Commodore said that recruitment is satisfactory, but despite inducements the re-engagement rate is not so good. He thought that the more and more married quarters which were going up would be a help in re-engaging. "It is now possible," he said, "for men on unaccompanied Foreign Service commissions of 12 months or more to get a 'married hiring' anywhere in the United Kingdom." This would enable wives who were about to have a baby to have the benefit of a "hiring" somewhere near to "Mum" when the father-to-be was out of the country.

GOOD WORK BY CHEAM'S WELFARE OFFICER

WHEN the Cheam and Worcester Park branch of the Royal Naval Association held its annual general meeting, the Treasurer, Shipmate R. Merser, spoke of the credit due to the Welfare Officer, Shipmate M. Garaby, and to the branch, for their work. The Benevolent Fund stood at £49 despite aid to Shipmates and widows of Shipmates of £80 during the year.

The Chairman, Shipmate F. Matthews, said that the past year had been a mixture of encouraging trends and, at times, disappointments. He urged Shipmates to make greater efforts in the coming year. Especially would the Committee like to see new faces, as well as old, at branch meetings.

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GOOD ATTENDANCE AT No. 2 AREA MEETING

THERE was a good attendance at the Union Jack Club on January 16 at the 17th Annual General Meeting of No. 2 Area of the Royal Naval Association. The chairman of No. 1 Area was present and he emphasised the importance of co-operation between Areas as well as between themselves.

The chief business of the meeting was the election of officers. Shipmate S. Godfrey was elected as Area President and the retiring Area Chairman, Shipmate J. L. Bates, was elected to the office of Vice-President. The retiring Area Secretary, Shipmate T. Asprey, after what he termed his stint of ten years in that office, was elected to the office of Area Chairman.

The first job of the new chairman was to ask the President to present to Shipmate Bates a wall plaque of the Association's Crest and a scroll that was signed personally by all the delegates present.

Shipmate G. Milham, of the Temple Farm branch, who lives at 36 Darnley Road, Strood, Kent, took over the office of Area Secretary.

ANOTHER AREA RALLY

The success of the Area Rally last November was so good that the Social Committee have great confidence in being able to put on another such rally this year. The date of this Rally is to be June 5.

The Area Treasurer reported that the Area finances were on a sound basis and he thanked the delegates for their generous attitude.

Details of the competition for the Don Murray Trophy will be promulgated shortly and it is hoped that branches within the Area will publicise their endeavours to extend the membership of the Association.

H.M.S. Lion (Cdr. E. F. Hamilton-Meikle, R.N.), returns from the Mediterranean on February 26. She will remain at Portsmouth until March 6, when she will sail for exercises.

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VACANCIES ALSO EXIST FOR ELECTRICAL AND ENGINEERING OFFICERS

Rothsay held on to sailing cup

A 'DAVID' VERSUS 'GOLIATH' MATCH

At the beginning of December, 1964, a "David" and "Goliath" match took place, with "David" running out the victor by a handsome margin. The occasion was the defence of the Read Cup by H.M.S. Rothsay against the United States Naval Base, Key West, Florida. The ship's company of Rothsay numbers 240 against the 5,000 or so men at Key West. The victors surprised themselves no less than anybody else.

The Read Cup, presented by Capt. S. J. Read, C.B.E., R.D., R.N.R., Hon. Vice-Cdr. of the Royal Naval Sailing Association for competition, as opportunity offers, between U.S. Naval Forces and British Naval Forces. The cup can only be sailed for when squadrons or ships meet, or visit each other's country, so that an operational ship is always involved.

This latest race resulted in the fifth win for the Royal Navy out of six races so far held. The previous race, won by the Royal Navy, took place in June, 1964, when the challenger was U.S.S. Little Rock.

When the Americans learned that H.M.S. Rothsay (Cdr. R. S. Agar, R.N.) was to visit Key West, Cdr. P. Perkins, U.S.N., Commodore of the

Key West Sailing Association sent out his challenge. The cup was in Portsmouth but Rothsay was allowed to accept the challenge on behalf of the Royal Naval Sailing Association.

In the defending ship everyone got together to work out a team under the leadership of Lieut. John Trinder, R.N., who sails for the Royal Navy. Before arrival at Key West it was mutually decided that the boats to be sailed by each team would be one "Mobjack," (similar to a "Flying Dutchman"), three "Sunfish," which are planing boats made of fibreglass, and two "Piccolos."

The ship has five of these Piccolos, four of which were donated by the Nuffield Trust and built on board by the Rothsay Sailing Club and these

have provided great sport and amusement for a lot of men during the months in the Caribbean. They consist of a planing hull, with a drop keel, and are essentially a "warm water" boat, as the crew get very wet.

The British team consisted of Cdr. Agar, Lieut. Trinder, Sub-Lieut. O'Driscoll, Chief Elect. Collins, P.O. Medland, A.B. Harrison, R.O.Z. Jacklin and O.S. Rainbow.

COLD, BLUSTERY DAY

The day of the race was cold and blustery with white crests to the waves, setting the scene for the day's racing which consisted of three races, changing boats every race, and each over a course of 3½ miles.

H.M.S. Rothsay's team of "amateurs" expected overwhelming opposition. The racing at Newport for the America Cup was still fresh in the teams' minds. However, after winning the first race they were 5½ points ahead. The second race was won making them 15½ points ahead and the third race was also won, giving complete victory by 17½ points.

Lieut. Trinder in the Mobjack led the way home in every race; fortunately, the Sunfish helmsmen also held their own and the Piccolos did well beating the Americans every time.

It was a great day and a great victory. The Read Cup is a magnificent cup which the ship is proud to hold on board on behalf of the Royal Naval Sailing Association, and everyone looks forward to the next challenge.

NAVY TEAM LOSES GOOD LEAD

WITH a comfortable lead of three goals to one at half time, the Royal Navy looked set for a win over the Universities Athletic Union at Reading on January 20, but a lack of steadiness in the defence in the second half allowed the U.A.U. to force a draw—four goals each.

The Navy team went away with a very strong start and throughout the first half played good, strong and intelligent football. In the second half the U.A.U. fought back, three of their break-aways resulting in goals. At the close of play the Navy team was full of attack despite the wearying and muddy conditions—it was very cold and at times snow lashed the ground—but the well-deserved lead could not be recaptured.

REGULARS ABSENT

While the Navy team performed creditably, it was, to an extent, weakened by the absence of three regular players—one because of injury and two due to Service requirements. This season the Navy side is somewhat handicapped as several of the regular players are serving afloat and are not always available. It is hoped, however, that the team will be at full strength for the Inter-Service matches.

Forthcoming fixtures are: February 10 at Portsmouth v. Civil Service; February 16 at Leytonstone v. Essex

County F.A.; March 17 at Portsmouth v. the Army; and March 24 at Uxbridge v. the R.A.F.

The team at Reading was: App. Rogers (Collingwood); A.B. Gray (Centaur), L.Sea. Haggie (Puma); C.P.O. Coates (Excellent), L.Sea. Wilkinson (Devonshire), L.R.E.M. Stacey (Collingwood); P.O. El. Harram (Collingwood), L.R.E.M. Milligan (Collingwood), L.R.E.M. Greenwood (Collingwood), P.O. El. Brown (Collingwood), R.S. Metcalfe (Puma).

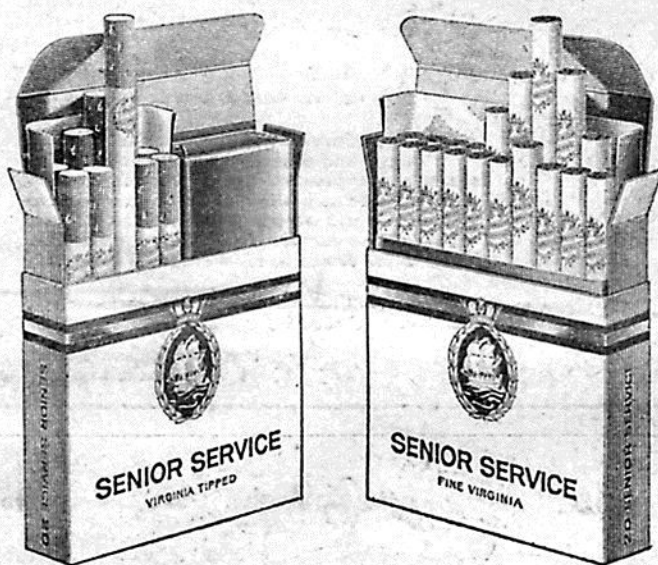
Hanworth extensions opened

WHERE is Hanworth? The members of the Hanworth branch of the Royal Naval Association admit to being a little bit off the beaten track, but are only about 10 miles outside London Town. (Junction of A305 and A316). Any branch visiting London from the south or west and wishing to round off the day would be most welcome. Hanworth can cater for two coach loads and there is a resident band every Saturday and Sunday evening.

The R.N.A. Club, in Park Road, Hanworth, has recently been extended, an extra 1,600 sq. ft. of floor space, at a cost of £1,000. The branch could not afford to pay for the decoration of the extensions, so the shipmates themselves 'turned to' and painted 'ship', under the watchful eyes of Shipmate 'Ron', the branch's professional decorator, to whom the branch owes a great vote of thanks, as they do to some of the Ladies' Section who cleared up the mess left by the 'painters'.

When the extensions were officially opened Shipmates C. H. Wheeler, M.B.E. and G. W. Nixon, and Mr. Williams of Feltham Council were present. The entertainment for the evening was provided by the branch's resident band, a beat group and a local concert party which performs for charity. The ladies of the branch provided an excellent buffet supper.

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High quality of navy men —'But they get married too young'—Admiral

FOR its tenth Annual Dinner, the Alton branch of the Royal Naval Association, had a record attendance, just short of 100 members and their friends having a very enjoyable evening. It would seem that Alton is just far enough away from the sea for retiring sailors to carry their anchors and being a fair anchorage it attracts many senior officers. The Association's annual dinner is therefore always somewhat of a social occasion, and graced by distinguished speakers.

This year the Guest of Honour was Vice-Admiral Sir Norman Denning, K.B.E., C.B.E., who was accompanied by Lady Denning. Among the Shipmates welcoming them were the Branch President, Admiral Sir Geoffrey Barnard, K.C.B., C.B.E., D.S.O., Admiral Sir John Edleston, G.C.B., G.C.V.O., C.B.E., Vice-Admiral Sir John Inglis, K.B.E., C.B., Vice-Admiral Sir Peter Dawnay, K.C.V.O., C.B., D.S.C., Rear-Admiral H. P. Currey, C.B., O.B.E.

Throughout its ten years' existence and growth Alton have been staunchly supported by Capt. A. W. S. Agar, V.C., D.S.O., who has also written three successful books in that period, dealing with experiences in the two wars and the period between them.

TODAY'S NAVY

Admiral Denning spoke mainly of today's Navy and he assured all present that the quality of the men was as high as ever; technically they were better than ever before. If they had one fault it was to marry too young. Although the periods of foreign service were now considerably shortened and married quarters were being increased, young wives could get bored with their husbands being away.

The Branch Chairman, Shipmate Frank Taylor, reported that Alton had 73 members, and activities during 1964 had included visits to an Ice Show and to the Royal Tournament, the annual dance and also a garden party at Bentworth Lodge. Some of the Branch had made a trip to the Gosport Branch H.Q. and H.M.S. Dolphin C.P.O.s' Mess, and they had been able to entertain Gosport Branch with a social evening.

The success of the Branch owes a lot to the Social Secretary, Shipmate "Charlie" Colston. Very similar to Mr. "Billy" Cotton in appearance, "Charlie" is equally the lively entertainer and an accomplished M.C., whether it is "ultra mod" or "old time." After the speeches he gave a sketch dealing with the India of the Gunga Din era.

From a secretarial view 1964 was of value to Alton in that half a dozen younger members were recruited and it is hoped to make this a dozen in 1965. In a small rural town the strength of the individual service association is mainly effective when in combination with other associations. To attract younger members is a difficulty experienced by every

service association and Alton find the British Legion Darts Shield to be a very good medium for recruitment.

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